Built-up Wheel Control Arm

Patent Claims

1. A control arm (12), especially for the wheel suspension of a motor vehicle, the control arm (12) comprising at least two connection points (13, 14, 15) for the pivotingly movable connection of the control arm (12) to a body structure and to a wheel guide component, as well as a strut arrangement connecting the at least two said connection points (13, 14, 15), characterized in that the strut arrangement is composed of at least two strut parts (1, 2; 17, 18, 19), wherein the strut parts are designed as separate profiled parts (1, 2; 17, 18, 19) with an essentially flat or open cross-sectional shape.

2. A control arm in accordance with claim 1, characterized in that the strut parts (1, 2; 17, 18, 19) can be connected to one another in at least two different positions or relative angles.

3. A control arm in accordance with claim 1 or 2, characterized in that the strut parts (1, 2; 17, 18, 19) can be connected to one another in a plurality of different relative positions or relative angles within a range of adjustment.

4. A control arm in accordance with one of the claims 1 through 3, characterized in that the strut parts (1, 2; 17, 18, 19) can be connected to one another in continuously selectable relative positions or relative angles within a range of adjustment.

5. A control arm in accordance with one of the claims 1 through 4, characterized by a

locking part with a plurality of locking steps that snap in in a spring-loaded manner or elastically for prefixing the strut parts (1, 2; 17, 18, 19) in the intended relative positions.

6. A control arm in accordance with one of the claims 1 through 5, characterized in that the strut parts (1, 2; 17, 18, 19) can be connected detachably.

7. A control arm in accordance with one of the claims 1 through 5, characterized in that the strut parts (1, 2; 17, 18, 19) are connected to one another by connection in substance.

8. A control arm in accordance with one of the claims 1 through 5, characterized in that the strut parts (1, 2; 17, 18, 19) are calked with one another without auxiliary material.

9. A control arm in accordance with one of the claims 1 through 8, characterized in that at least two said strut parts (1, 2; 17, 18, 19) can be pushed into one another in a connecting rod-like or telescopic manner.

10. A control arm in accordance with one of the claims 1 through 9, characterized in that at least two said strut parts (1, 2; 17, 18, 19) can be pushed into one another in a connecting rod-like or telescopic manner along a circular arc.

11. A control arm in accordance with one of the claims 1 through 10, characterized in that at least two said strut parts (1, 2; 17, 18, 19) are connected to one another by means of said pressed-in collars (22, 23) that mesh with one another.

12. A control arm in accordance with one of the claims 1 through 11, characterized in that at least two said strut parts (1, 2; 17, 18, 19) can be connected to one another by means of least one said other strut parts (24).